CROWN ZELLERBACH CORPORATION
CAMAS, WASHINGTON

Management REPORT

June 10, 1954 No. 74

FIRST AID CERTIFICATES have been received from the State Department of Labor and Industries for the 22 persons who completed this year's course. Four Converting employees, Loretta Bright, Delia Chevron, James Vail, and Katherine Young, were the largest group from any one department. Maintenance had three men, Adolph Ast, James Riley, and Jack Schatz. Other members were Frank Beseda, Yard, Lloyd Fry, Bag Factory, Leon Higginson, Electric, Vivian Reeves, Printing, Vern Reeves, Paper Machines, Robert Stewart, Clockroom, and Henry Swenson, Shipping. Others in the class were D. E. Callison, Western Transportation Co., William and Anna Rasmussen, John Schick, Jewell Swenson, and two Boy Scouts, Melvin and Kenneth Eby. Instructors were L. W. Bailie, Cliff Koplin, Jim Knight, Geno Quilici, Mary Schick, and Anna Tall.

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OUR EIGHTH DISABLING ACCIDENT occurred Tuesday when Oscar Healea, extra man working on #15, cut his hand severely when he caught it between the roll and roll header. Accident frequency for May was 2.29; and for 1954, 3.22.

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ATTENTION! This is directed to the 250 persons who have received 25-year watches. It appears that some crystals have been loosely fitted, as several have already been lost. Replacement of lost and broken crystals is not included in watch manufacturers' guarantees, so Runyan Jewelry store has made this offer: if these new watch owners will bring their watches in before the crystals drop out, the jeweler will cement them in free of charge, thus forestalling their loss and possible additional damage to the face of the watch. You will doubtless want to take advantage of this considerate offer, for crystals either lost or broken can no longer be replaced free of charge.

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WORD WAS RECEIVED on Friday that E. W. G. (Teddy) Cooper lost his life in an auto accident in Tasmania. Mr. Cooper was assistant paper mill superintendent at the Camas mill from January 1931 to December 1939, when he left to become manager of a paper mill, located on the island south of Australia. Mrs. Cooper was also injured in the accident.

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PAPER PRODUCTION: 5,237.6 tons; a daily average of 761.7. Nos. 2 and 8 had 96.3% and 97.1% effeciency. SULFITE: 2,410 tons. KRAFT BLEACH: 1,944 tons. KRAFT MILL: 3,048 tons, using hemlock, Douglas fir, white fir, and cottonwood. BAG FACTORY: Production, 23,279 bales; shipments, 20,979 bales. CONVERTING: Production, 27,350 cases; shipments, 20,346 cases. NAPKIN: Production, 11,872 cases; shipments, 7,497 cases. WAX LUNCH ROLL: Production 3,963 cases; shipments, 1,204 cases.

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UNION MEMBERS accepted the proposals of the recent wage conference by a vote of approximately 4 to 1, as recorded by the ballot count in Tacoma Monday. The 2% wage raise and increase of the employer share of welfare payments from 60 to 70%, retroactive to June 1, affects 18,500 employees of 36 association mills.

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SAVINGS BOND campaign, June 15 to 30 . . . . . RIVER LEVEL Wednesday, 24.7 ft.

You Are Invited to Obtain Extra Copies of this Report from Your Supervisor to Share with Your Family and Friends.

ATTAINING 3000 accident-free days is the achievement of the River Crews. They have not suffered a disabling accident since March 26, 1946, thus marking up the longest safe working period of any department except the fire system and watchmen.

Left to right: Byron Bancke, assistant superintendent of woodmill and river operations, Conrad Morasch, superintendent, (combining of these two departments was announced Friday). Pondmen at work: leadman Earl Christiansen, Cecil Coburn,and Howard Dobson.

This record is especially noteworthy because of the hazards of the job. The fellows work on the tugs or on the logs in all kinds of weather. No matter if the rain comes down in torrents, or the wind blows a gale, or ice and snow cover the slough, somehow the logs must be moved to the spot where the crane can lift them into the woodmill; somehow barges loaded with paper must be taken across the swift current to the moorage where Western Transportation boats pick them up; and somehow hog fuel barges must be maneuvered into place: the river crews are the fellows that get these jobs done.

Said Byron Bancke, commenting on the safety record of his men, "The fellows can't take a chance down here. If a man had one accident, it would probably be his last." A visitor, watching men leap among logs floating on water 40 ft. deep asked, "Why don't they wear life jackets?" "Can't," said Bancke, "They're too hard to work in; and besides if a man came up under a raft, the jacket would keep him floating there and he wouldn't have a chance in the world to get out. His best bet for safety is to be on guard and be a good swimmer."

Two recent improvements have been a great boon to the safety of the river men - the ship-to-shore radio by which the crews can make instant contact with the boats or the office, and the eight new mercury vapor lamps which furnish greater night visibility.

"Cap" Zinserling and Byron Bancke with CZ tugs CROWN OF CAMAS and CONFER in background.

That the river men like their rugged work is indicated by the fact that they stay there. Charlie Zinserling, operating foreman, has spent his 37 years of service on the river. Hubert Bedell, assistant river foreman, has 12 years of service and Harry Schechla, boat operator and relief foreman, received his 15-year pin last month. Boat operators Charles Isaman and Cecil Douglas have 8 and 10 years each. The 24 crewmen have a total of 290 years of service, or an average of 12 years each.

Other proof that they like river jobs is that members of families go these to work. Boat operator Francis Monaghan and brother Don have worked together for years. Rex Ireton and brother Wayne think there's no place like the river. Brothers Cecil Coburn and Sheldon Coburn went to work just two weeks apart eight years ago.

"Everybody is like a brother in this business," Bancke said. "Each fellow has the responsibility for his own safety but he also looks out for his fellow workers."

Other crew members are James Cameron, Louis Hill, Robert Rodgers, Walter Jensen, Myron Fjermestad Sam Gallas, Gus Heater, Daryl Knauf, and leadman Glenn Marvin.